

## Post's Corner.

FOR THE BLOOMFIELD GAZETTE.

ONLY.

THE SONG OF THE SCHLAGER.  
It was only a pretty maiden, and she smiled but a little smile—  
Twas only a Heidelberg student in Paradise just for a while.  
I was only two eyes that were watching in a window down the way,  
Which glowed like live coals in the shadow, and darted an ominous ray.

It was only a glance while at lecture, a word to explain in the hall—  
Twas only to say "Dummer Junge!" and the Club will arrange for it all.  
Twas only discussion at dinner, o'er cantharifer, cabbage and beer,  
Which rival had most chance, or whether the sheriff might not interfere.

It was only to meet on the hillside, and to stop at the little inn,  
By the side of the shining Neckar, far away from the city's din.

Twas only the donning of gorgets and gauntlets, to ward off the blows,  
While the schlagers were all in the court-yard, and the surgeon's things put out in rows.

It was only to stand for the battle, when the last mug of beer was quaffed,  
And to make good fight for the honor of one'sself and one's Burgherschaft; t

Twas only to wait till the order rang out from the umpire's place,  
Then to clash the swords and to fall to, with coolness, with promptness, with grace.

Now hot ranged the contest, and bolder, and fiercer the schlagers were slung;  
The onlookers crowded round breathless, and stilled is each commanding tongue.

Two strokes that were sturdy and skillful, and the bloody work was done,  
For two no less on the green award, in the rays of the setting sun.

BELLACOMA.

The German dwelling sword.  
"You're a young dot," understood as a formal challenge.

A famous university society.  
—FOR THE BLOOMFIELD GAZETTE.

RAILROADS.

A RAILROAD is a road constructed upon parallel bars of iron or wood, upon which the wheels of carriages run.

The first approach made to the invention of railroads was formed by the Ancient Romans in the Appian way. This was formed of blocks of stone closely fitted together, their surface presenting a hard and smooth road, for the wheels of carriages.

In modern times such tracks have been made in several European cities, such as Paris, Milan, London, etc.

The first instance known of the use of rails appears to have been about the year 1676, at the collieries of Newcastle-on-Tyne, England, where they were used to convey coal from the mines to the banks of the river.

The rails were of timber, laid exactly straight, upon which were run bulk carts, with four rollers fitting the rails, whereby, as Roger North tells us, one horse could draw four or five chaldrons of coal.

The next improvement was made about the year 1767, when iron rails were introduced.

The possibility of constructing steam carriages had been suggested by Watt, and in 1782 a steam wagon was invented by Oliver Evans of Philadelphia, who sent the drawings, etc., to London.

A locomotive carriage was next patented by Watt, in the year 1784, and, in 1802, Richard Trevithick patented the first high pressure steam engine.

The Liverpool and Manchester road was commenced in 1825, upon which an engine ran at the rate of fourteen miles an hour, invented by Messrs. Robert Stevenson and Booth.

The next year steam carriages were in regular operation.

Thus was established a new system of locomotives, vastly exceeding all others of their kind, in capacity.

Destined to be rapidly extended, and to exert an extraordinary and beneficial effect on human affairs.

The first railroad in the United States was a horse railroad, built in 1826, from Quincy, Mass., to the Neponset river.

The first locomotive used in this country was built by Foster, Radick & Co., of Stourbridge, England, in 1829. Since that time railroads have been completed, and in progress in every State in the Union.

The Union Pacific Railroad and its connections from New York to San Francisco, via Chicago, Omaha, Salt Lake, and Sacramento, is about 3,300 miles long, and was estimated to cost about one hundred million dollars.

And the trip from New York to San Francisco, which formerly took twenty-three to thirty days (via Panama), is now made in six days.

The Mont Cenis Railway, through the Alps, from St. Michael, in Savoy, to Susa, is one of the greatest works man ever finished.

SNAKES.

The editor of an Iowa paper recently visited, with others, a gypsum quarry owned by Mr. Cummings of Fort Dodge, Iowa. He thus describes the place:

From out the crevices the snakes were crawling in all directions, and "swash, swash" went the huge clubs of the men who were defending their fellow workmen, and every blow was the death of a snake. Just as our feet crawled a deadly moccasin, while to the right and left spotted adders and chasers squirmed and hissed as they twined among the stones or escaped up the bluff. Directly in front of us lay a pile of dead serpents, as large as a two bushel

basket, while on the face of the sloping bluff were probably three hundred reptiles which had escaped the clubs of the men, and were hastening away to the prairie, their elevated heads and writhing bodies transforming the bluff into no mythical Gorgon head. Just above us, on the ledge of rocks, was a huge adder, and Mr. Cummings, picking up a piece of rock, heaved it at him, pinning him to the ledge. But the snake was gone; some three feet of his body was free, and gathering himself up he would leap full at us with all force, hissing and opening his jaw in a way that made the blood run cold. The next leap he made, a blow from our cage sent his head spinning a score of feet, and the bleeding trunk dropped to the earth below. The snakes are said to retire into their dens about 2 P. M. every day, after which all is quiet until the sun's rays reach the quarry, when the same thing is repeated. Two hundred and seventy-five snakes were killed that day, the number for the two weeks footed up 6,500, while it is supposed that ten times that number escaped. On the 14th of October the snakes commence to return and enter again their dens for the winter.

BATTLESNAKES FIGHTING.—Mr. W. H. Dickson, who lives near Dan-Are, while passing through an old field grown up with weeds, had his attention attracted by a noise a few rods distant, and went to see what caused it. He discovered two large rattlesnakes fighting, and watched the scene for some time. They would raise their heads nearly three feet from the ground, and strike at each other, inserting their poison fangs in the bodies of each, and then made place for the obstinate twenty-three, who gave up their tickets as they had said they would. Undoubtedly they had the right of it, as the courts have repeatedly decided that a passenger is justified in refusing payment of fare until the railroad company gives him proper accommodations, and we hope their example will be imitated until railway companies learn that people who pay fares on railways are entitled to certain rights.

RIGHTS ASSERTED.—The owner of the hat took it up, and, turning to the judge, said, "I claim the protection of this honorable court; for the opposing counsel has written his name in my hat and I have strong suspicions that he intends to make off with it."

## RIGHTS ASSERTED.

A COMMENDABLE PROCEEDING.—A story is told of a certain lawyer who chanced to step aboard an over-crowded train of cars, which reflects credit on his shrewdness. Among the passengers were twenty-three who could not find seats. Our lawyer proposed to them that they should all decline to give up their tickets until they were furnished seats. The agreement was made, and when the conductor came around he found twenty-three gentlemanly but very obstinate men who refused to give him either tickets or money unless he would show them a place to sit. The conductor replied that there were plenty of seats in the next car, but on inquiry it was ascertained that this was a drawing-room car, for which extra charge was made. So the twenty-three declined to budge, and matrons remained in this unsettled condition until the cars had gone a long distance. The conductor finally induced two dozen persons who had seats to go into the drawing room car without extra charge, and then made place for the obstinate twenty-three, who gave up their tickets as they had said they would. Undoubtedly they had the right of it, as the courts have repeatedly decided that a passenger is justified in refusing payment of fare until the railroad company gives him proper accommodations, and we hope their example will be imitated until railway companies learn that people who pay fares on railways are entitled to certain rights.

## PHYSIOLOGICAL FACTS.

INTERESTING TO EVERYBODY.—Supposing your son to be fifteen or thereabouts, I can figure you to a dot. You have 160 bones and 500 muscles; your blood weighs 25 pounds.

Your heart is five inches in length and three in diameter; it beats 70 times per minute, 4,200 times per hour, 100,800 per day, and 36,720,000 per year. At each beat a little over two ounces of blood is thrown out of it; and each day it receives and discharges about seven tons of that wonderful fluid.

Your lungs will contain a gallon of air, and you inhale 24,000 gallons per day. The aggregate surface of the air-cells of your lungs, supposing them to be spread out, exceeds 20,000 square inches.

The weight of your brain is three pounds; when you are a man it will weigh about eight ounces more.

Your nerves exceed 10,000,000 in number.

YOUNG SKIN.—Your skin is composed of three layers, and varies from one-fourth to one-eighth of an inch in thickness. The area of your skin is about 1,700 square inches, and you are subjected to an atmospheric pressure of 15 pounds to the square inch.

Each square inch of your skin contains 3,500 sweating tubes or perspiratory pores, each of which may be likened to a little drain-hole one-fourth of an inch long, making an aggregate length of the entire surface of your body of 201,166 feet, or a tile ditch for draining the body almost forty miles long.

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It does not tally.

The good proceeding—de upon but yet!

But yet is as a jailor to bring forth

Some monstrous malefactor.—Walter Scott.

After Dinner.

Why is a bankrupt like a clock? Because he must either stop or go on tick.

Why is the letter A like a clover blossom? Because a B follows it.

A fireman writes to say that if your piano forte should catch fire, the best plan is to play on it.

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A GREAT OFFER.

HORACE WATERIS, 481 BROADWAY,

N.Y., will dispose of One Hundred PIANOS,

MELODEONS, and ORGANS of first-class makers,

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A lawyer, to avenge himself on his opponent, wrote "Roscoff" in his hat. The

boy having been praised for his quickness of reply, a gentleman observed—

"When children are seen in their youth, they are generally stupid when they become advanced in years." "What a very sensible boy you must have been, sir," replied the lad.

A physician, having been out hunting, but without success, his servant said—

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